28. Licensing of carts.

MR. W. A. J. MILNER (*Member, Central Travancore Planters' Association*) said that in the neighbouring island of Ceylon, the registration of all carts was an accomplished fact for many years and there was no difficulty over it. In Travancore itself all boats plying in the backwaters were licensed and it was difficult to see why carts should not be licensed too. It would serve the purpose quite well, even though the fee levied was a small one. The object of the member in making this proposal was only to improve the control of traffic. Under existing conditions, in the case of an accident in which a motor vehicle and a cart were involved, there was no means of identifying the cart, whereas the motor vehicle was easily identified. By licensing all carts this defect would be easily removed.

DEWAN'S REPLY: Mr. Milner, I quite sympathise with you in the matter of the carts in possession of the roads and this is more noticeable in respect of carts coming from the neighbouring Tamil British Districts into Travancore, drivers of which do not seem to understand the rule of road as it is understood by Travancore drivers. This is a serious difficulty and the very fact that there is a passing to and fro of carts not belonging to Travancore makes the question of registration still more difficult. The Commissioner of Police and the Chief Engineer are examining this question since the last Assembly and they too find that there are very many practical difficulties in the way of registration of carts.

You refer to registration and control as exercised in Ceylon. It will help us very much if you could obtain and send us particulars of what exactly is done in Ceylon and how it works there. I shall go into the matter again with the Commissioner of Police and the Chief Engineer.

29. Inconveniences of traffic on public roads.

THE REV. KRIMBELL JOSHUA (*Member, Nominated*) said that the closing of roads to traffic in connection with Royal tours and such functions caused great inconvenience to the public. The holding of cattle-markets on public roads was another source of trouble. Stray cattle were also causing much inconvenience to traffic. The interference of toll collectors who obstructed the passage of vehicles was equally obnoxious. So far as motor traffic was concerned, there were also the dangers of rash driving and overloading of carriages. It would be a very salutary measure if some restrictions were made in the issue of licenses to drivers of motor vehicles. A discrimination could very well be made against unruly and misbehaving drivers.

Nor were these the only troubles of traffic on the public roads. The maintenance of the roads had to be more carefully attended to by the Public Works Department. Heaps of metal and gravel could often be seen stacked in the middle of roads. This had to be prohibited. Another thing which was necessary was to lop off branches of trees hanging over roads lest bonnets of motor cars should be torn off and bundles of articles taken in carriages should topple down as happened often.

DEWAN'S REPLY: Mr. Krimbell Joshua, I thought you were representing the interests of the South Travancore Christian community, and I do not think that community alone suffers from the usual disabilities of road traffic. They share them with all the other peoples of Travancore. I notice a tendency on your part to try to impress upon Government that single instances constitute universal practices. Let me reassure you on that point. I do not think there are many roads in Travancore that I have not been over several times, and I have yet to discover that there are so many boughs hanging low enough to rip up the tops of cars. It has never happened to me yet. Also, on every road I have been upon, I have seen several carts laden with bundles of straw and such other articles, and I have not seen one bundle topple over on account of overhanging boughs.

You speak of the inconvenience caused by the occasional holding up of traffic. I thought every body would joyously put up with this little inconvenience on the rare special occasions when this becomes necessary. The inconvenience has been minimised to the utmost. Traffic is held up only in sections and only for very brief

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